

BookletChartTM

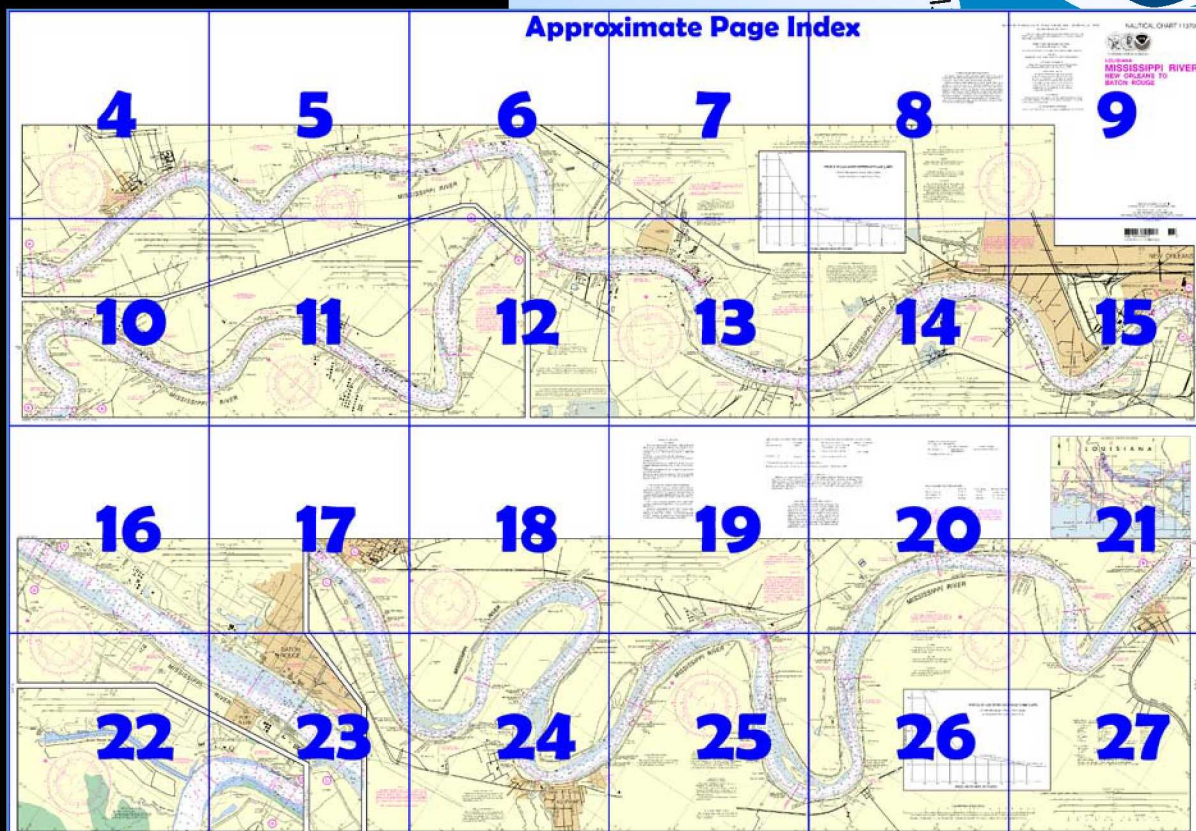
Mississippi River - New Orleans to Baton Rouge

(NOAA Chart 11370)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

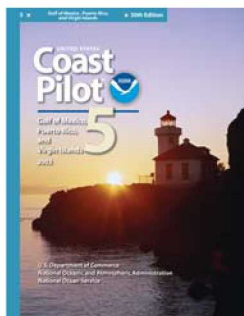
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 8 excerpts]

(312) **Small-craft facilities.** Most small-craft facilities are on the canals inside the locks from the river, at Chef Menteur, or at the Municipal Yacht Basin and Orleans Marina at the yacht harbor, 4.6 miles W of the Inner Harbor Navigation Canal, on Lake Pontchartrain. Covered and open berths with electricity for over 800 craft up to 100 feet long are available at the yacht harbor. Two yacht clubs, several boatyards, and service wharves in the yacht harbor have gasoline,

diesel fuel, water, ice, provisions, marine supplies, and ramps. Fuel, water, and supplies are also available on the Inner Harbor Navigation Canal, Harvey Canal, and on the Algiers Alternate Route of the Intracoastal Waterway.

(313) Above New Orleans, the Mississippi River is used by oceangoing vessels to Baton Rouge, about 135 miles above Canal Street.

(352) The **Bonnet Carre Floodway** is on the N side of the river 127.9 miles AHP. When the spillway is in operation due to high stages of the river, all vessels are directed to steer a course sufficiently close to the S bank to avoid possible crosscurrents or draw resulting from water being diverted through the spillway and flowing toward and into Lake Pontchartrain.

(330) **Bulletin boards** showing the river stage above normal low river are maintained at New Orleans on the Corps of Engineers Wharf, 102.4 miles AHP; at College Point, 157.1 miles AHP; and on the W bank at the entrance to Port Allen Lock, 228.1 miles AHP.

(331) **River gages** are maintained at New Orleans, 102.8 miles AHP; Bonnet Carre, 127.1 miles AHP; Reserve, 138.7 miles AHP; Donaldsonville, 175.4 miles AHP; and Baton Rouge 228.4 miles AHP.

(332) **Anchorage.** There are numerous designated anchorages on both sides of the river between New Orleans and Baton Rouge.

(333) **Dangers.** Logs and other floating debris are likely to be encountered in the river at all times. Operators of small craft are advised to maintain a sharp lookout. Night travel by small craft is not recommended because of the hazard of floating obstructions.

(334) **Ferries.** Vehicular ferries cross the river at Destrehan, 120.5 miles AHP; Reserve, 138 miles AHP; Lutchet, 147.4 miles AHP; White Castle, 191.2 miles AHP; and Plaquemine, 207.7 miles AHP. A passenger ferry crosses the river at Norco, 126 miles AHP.

(361) A fireboat is moored adjacent to the ferry landing at **Reserve**. The fireboat is on call 24 hours and can be contacted on VHF-FM channels 16 or 67.

(383) A regulated navigation area is from Mile 200 to 201.5 AHP.

(389) At **Port Allen**, the N end of the Intracoastal Waterway (Port Allen to Morgan City Alternate Route) connects with the Mississippi River at Port Allen Lock about 228.1 miles AHP. Baton Rouge is the site of Louisiana State University and is the cultural center of the State.

(390) **Prominent features.** The most conspicuous object in the city is the State Capitol Building, a 520-foot white structure that dominates the area. Several tall buildings and the State University and stadium are prominent. The Interstate Route 10 fixed highway bridge, with a clearance of 135 feet at the center and 125 feet elsewhere, crosses the river between Baton Rouge and Port Allen about 229 miles AHP.

(393) **Dangers.** Mariners departing Greater Baton Rouge Port Commission Dock No. 2, are advised to use extreme caution when turning vessels downstream. Strong currents associated with high water have caused vessels departing this facility to be set down upon the fender system of the Interstate Route 10 bridge causing extensive damages. The New Orleans-Baton Rouge Steamship Pilots report that currents in excess of 7 knots have been observed. Mariners should consider moving vessels well above or below the bridge before turning downstream.

(396) **Tides and currents.** Tidal effects are felt in the river to some extent to 265 miles AHP, about 35.7 miles above Baton Rouge. The highest stage of the river ever recorded was 47 feet in 1927. A bulletin board showing the river stage and a river gage are on the W side of the river at the entrance to Port Allen Lock.

(397) **Weather.** The climate is humid subtropical, but is subject to polar influences during winter, as masses of cold air periodically move S across the plains and the Mississippi Valley. The prevailing winds are from a S direction. These breezes help to temper the extremes of summer heat and shorten winter cold spells. They also provide a source of abundant moisture and rainfall. Winds are usually light; 80 percent of the hourly observations during the year are less than 10 knots. Rainfall is plentiful year round, with a slight minimum in September and October. Most is of the showery type, except occasionally during winter when steady rain is produced by a stalled cold front. The average annual rainfall at Baton Rouge is 58.5 inches. Baton Rouge averages 73 thunderstorm-days.

Table of Selected Chart Notes

CAUTION

Mariners are warned that logs and other floating debris are constant dangers to navigation. Night travel by small craft is not recommended because of the hazard of floating obstructions.

NOTE B

Numerous uncharted mooring buoys exist in the vicinity of the Huey P. Long Bridge.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

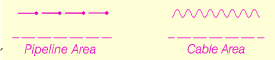
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

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CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Mariners are warned that logs and other floating debris are constant dangers to navigation. Night travel by small craft is not recommended because of the hazard of floating obstructions.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

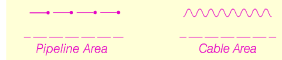
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.702' northward and 0.342' westward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

PLANE COORDINATE GRID

(based on NAD 1927)

The Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals thus: ---|---
The last three digits are omitted.

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

Corrected through NM Nov. 29/08, LNM Nov. 10/08

Corrected through NM Nov. 29/08, LNM Nov. 10/08

Corrected through NM Nov. 29/08, LNM Nov. 18/08

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

NOTE A

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Refer to charted regulation section numbers.

MISSISSIPPI RIVER BUOYS

Due to frequently changing river stages and river currents, which often necessitate the repositioning, discontinuance, and establishment of floating aids to navigation, many buoys maintained by the U.S. Coast Guard are not shown on this chart, with the exception of the Huey P. Long Bridge approach buoys and the Lighted Wreck Buoy "WR4" at Mile 115.4. Consult the U.S. Coast Guard Light List (Vol IV, Gulf of Mexico) and the Local Notice to Mariners, for additional information.

OVERHEAD CLEARANCES

Bridge and overhead cable clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

MISSISSIPPI RIVER BUOYS

Due to frequently changing river stages and river currents, which often necessitate the repositioning, discontinuance, and establishment of floating aids to navigation, many buoys maintained by the U.S. Coast Guard are not shown on this chart, with the exception of the Huey P. Long Bridge approach buoys and the Lighted Wreck Buoy "WR4" at Mile 115.4. Consult the U.S. Coast Guard Light List (Vol IV, Gulf of Mexico) and the Local Notice to Mariners, for additional information.

HEIGHTS

Heights are in feet. Contour elevations refer to mean sea level.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOUNDINGS IN FEET

Soundings are in feet and refer to a Low Water Reference Plane (LWRP), related to Mean Sea Level, established by the Corps of Engineers. (See Profile for elevations)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	S seconds
Bn beacon	LT LD lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

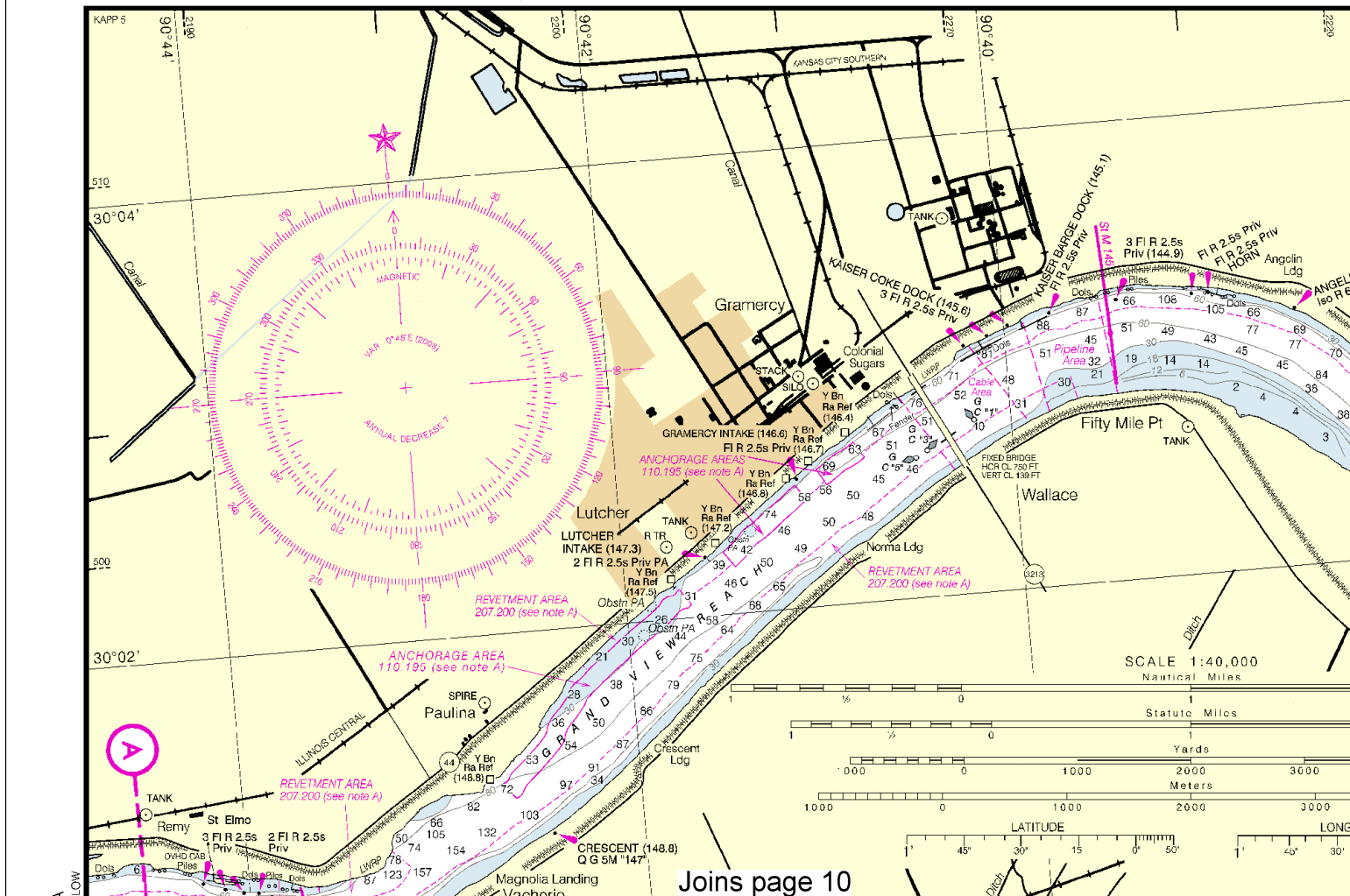
Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
1 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



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4

Printed at reduced scale.

SCALE 1:40,000

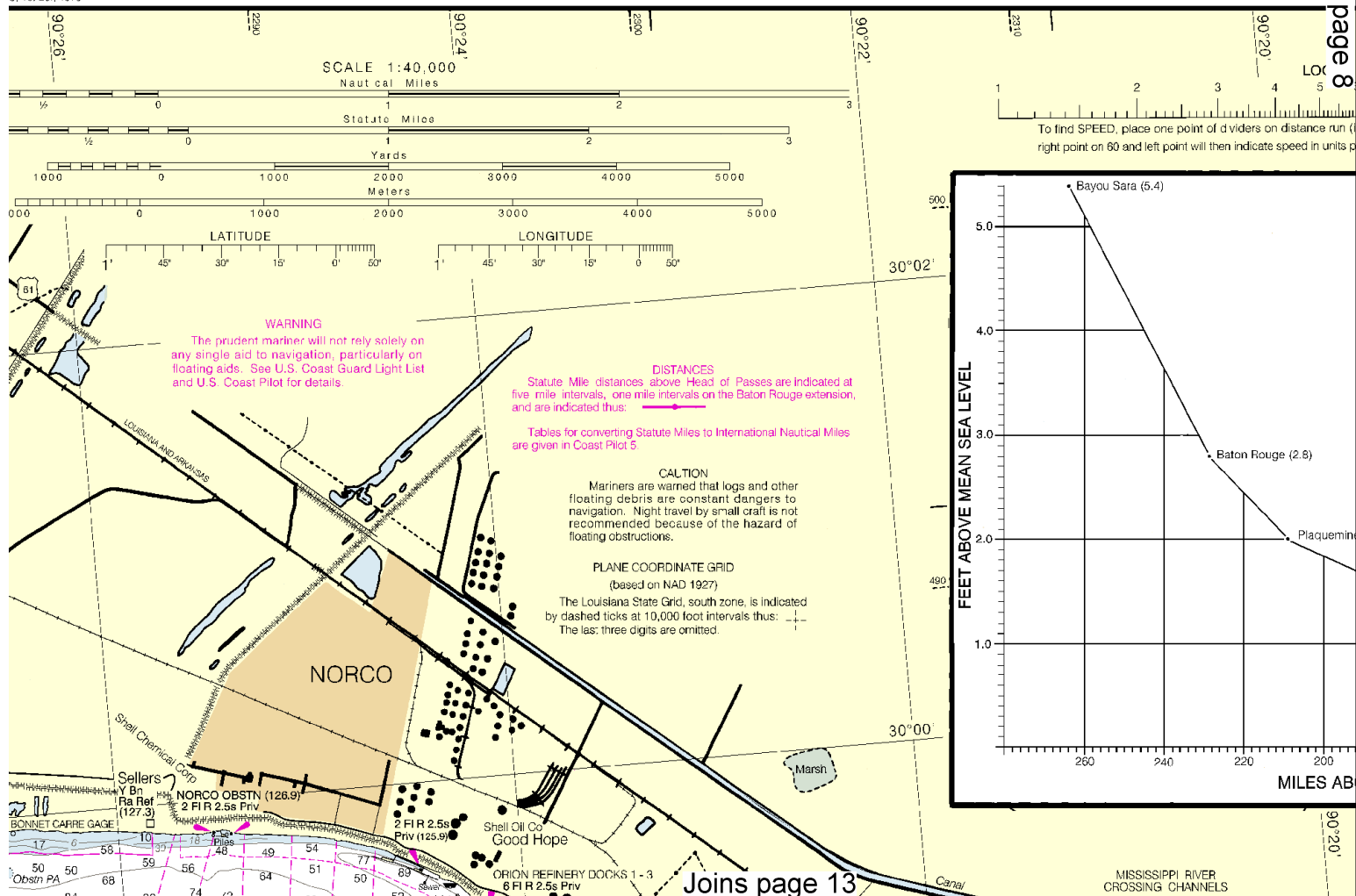
See Note on page 5.



5



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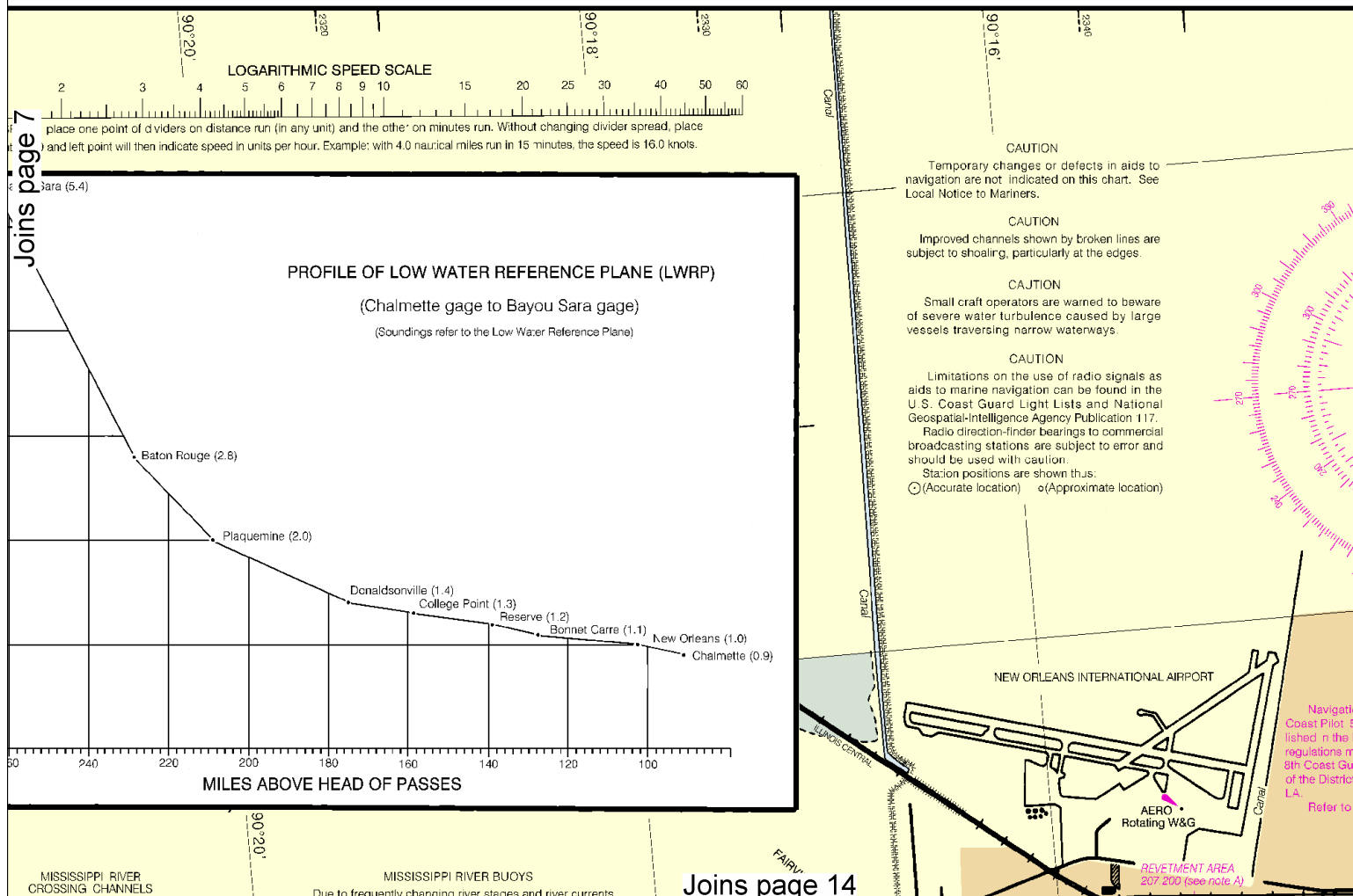
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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

HURRICANES AND TROPICAL STORMS

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MERCATOR PROJECTION AT SCALE 1:40,000 AND 1:20,000 AT LAT. 30°00'
SOUNDINGS IN FEET

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North American Datum of 1983
(World Geodetic System of 1984)

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HORIZONTAL DATUM

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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THE NATION'S CHARTMAKER SINCE 1807

LOUISIANA MISSISSIPPI RIVER NEW ORLEANS TO BATON ROUGE

may cause
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or moved,
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action to the

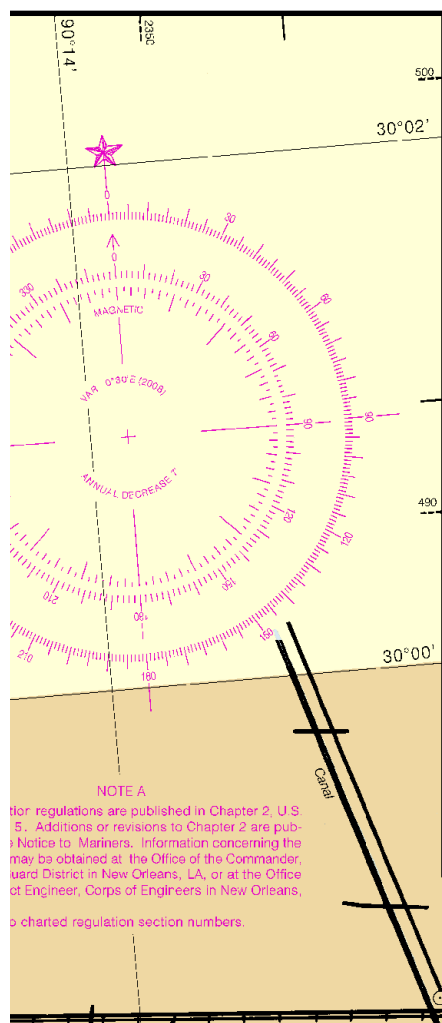


Chart 11370 27th Ed., Nov. /08 ■
Corrected through NM Nov. 29/08, LNM Nov. 18/08

Published at Washington, D.C.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



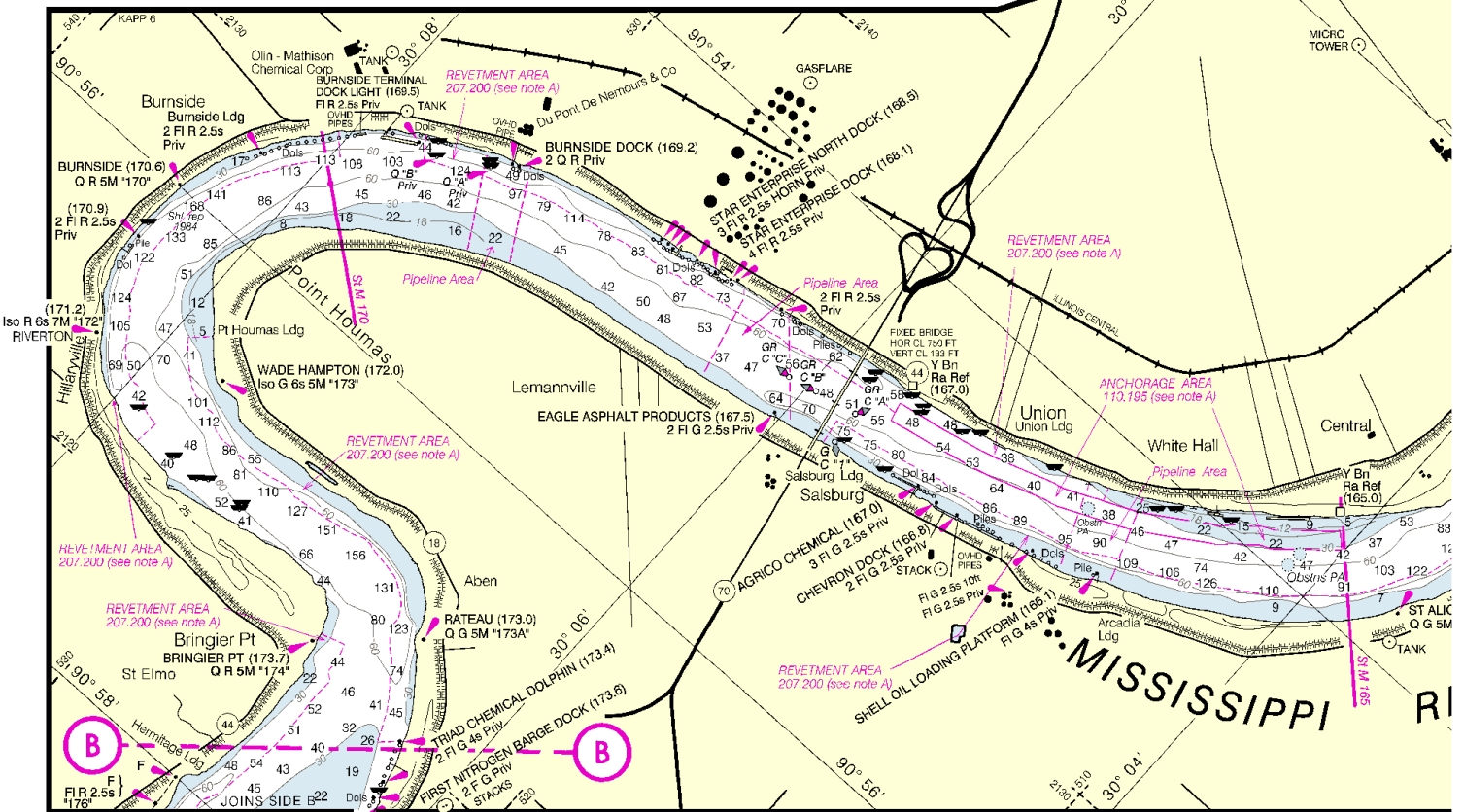
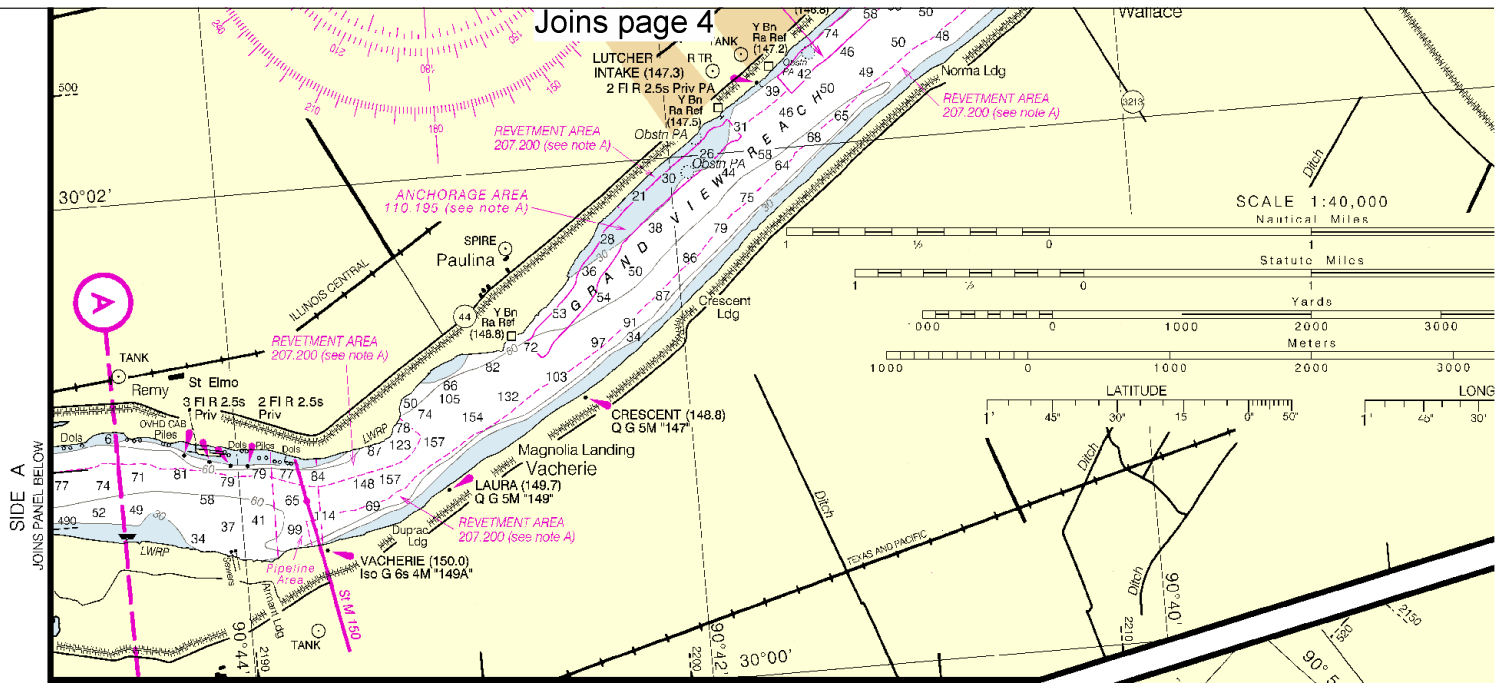
NSN 7642014010233
NGA REFERENCE NO. 11XHA11370



ED. NO. 27

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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



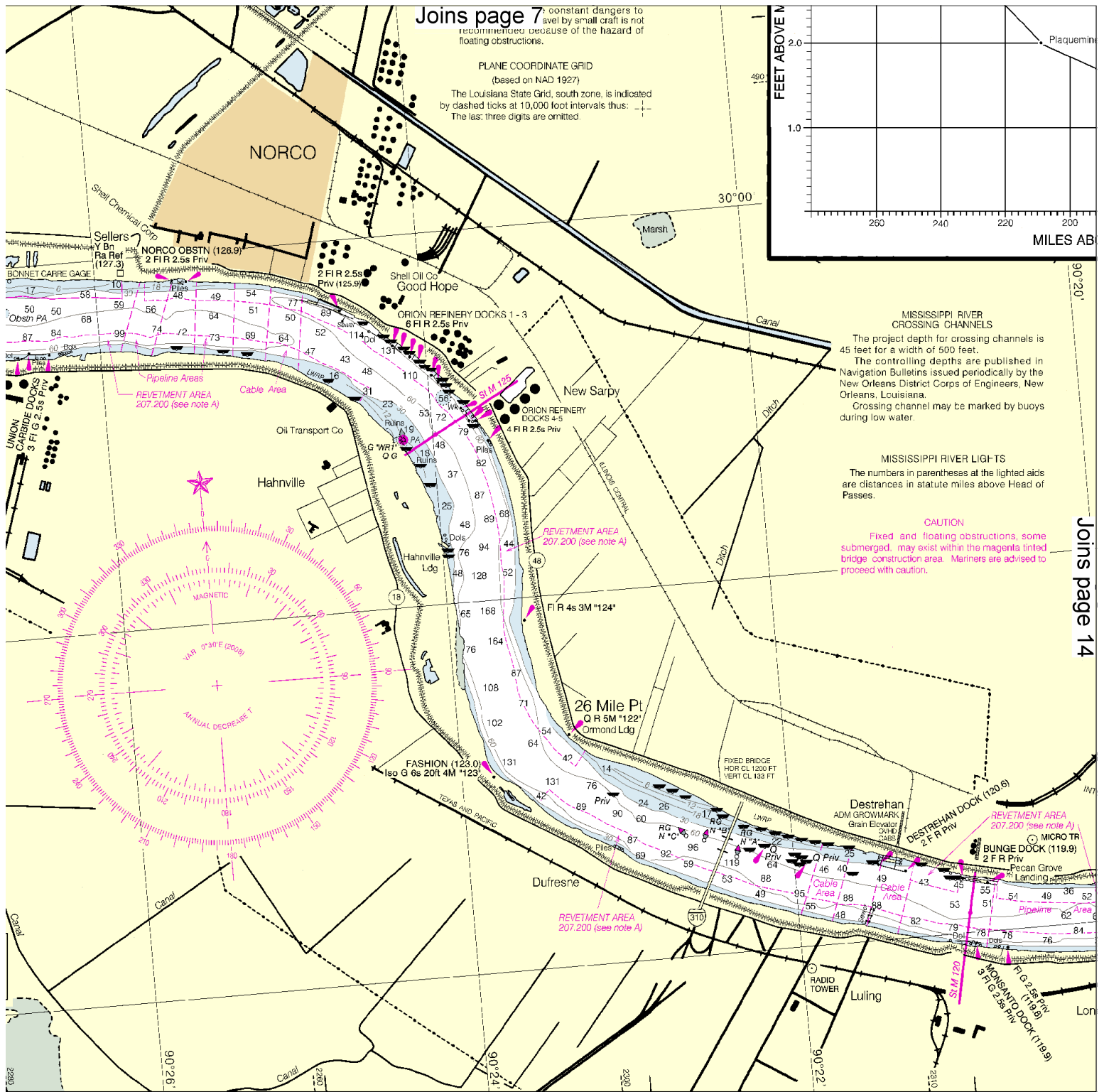
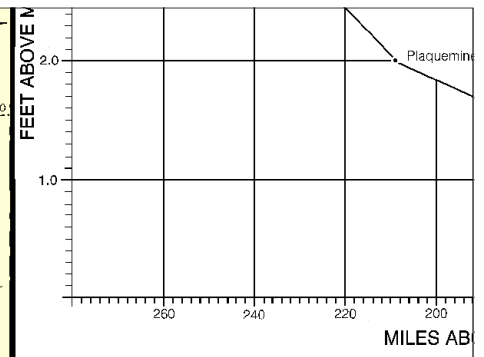
See Note on page 5.



Joins page 7 The constant dangers to travel by small craft is not recommended because of the hazard of floating obstructions.

PLANE COORDINATE GRID
(based on NAD 1927)

The Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals thus: $\frac{+}{-}$. The last three digits are omitted.



RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way.

CITY	STATION	kHz	BW
New Orleans, LA	NMG	2670	4000
		157.1 MHz	4000
Grand Isle, LA	NMG-15	157.1 MHz	4000

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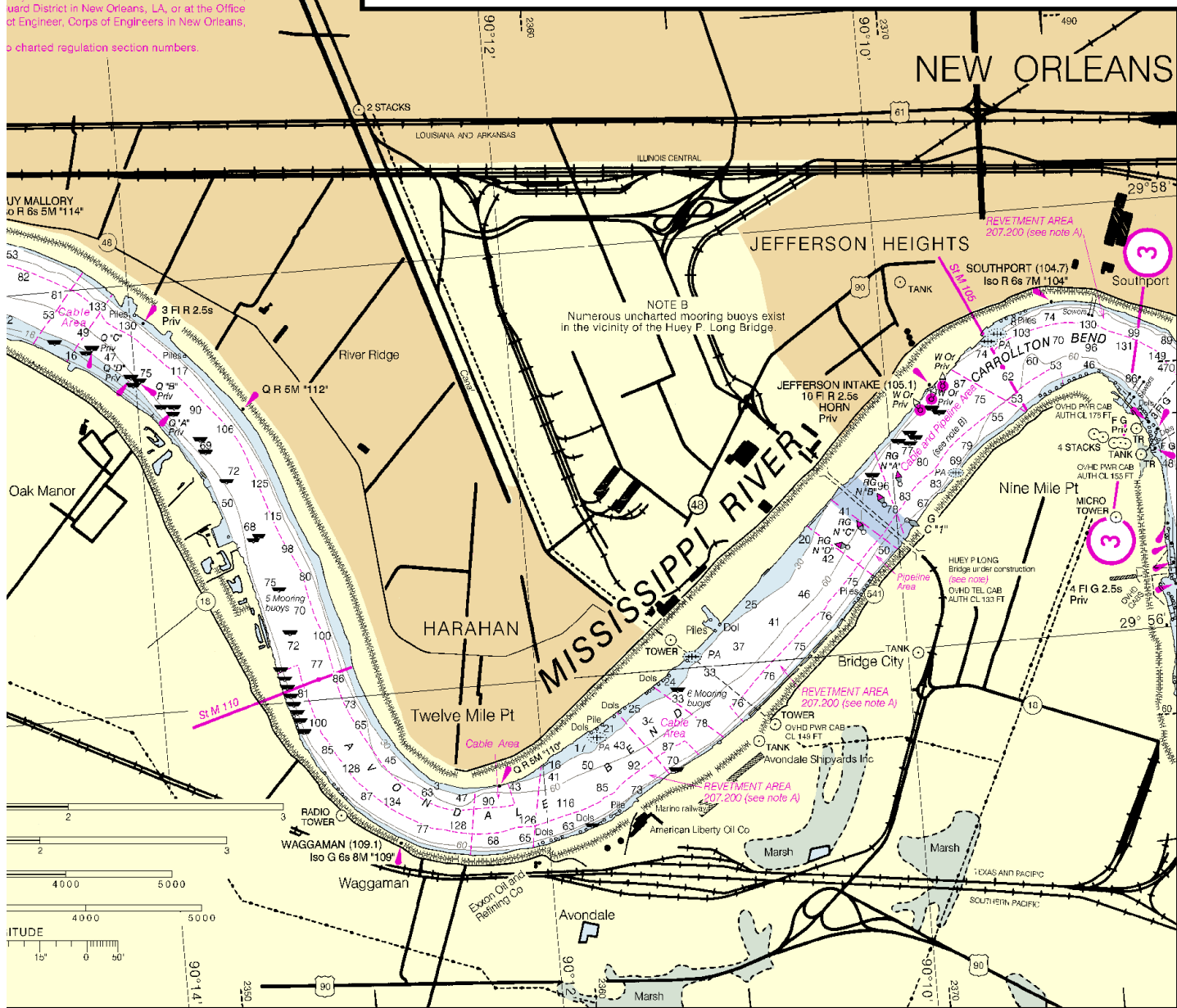
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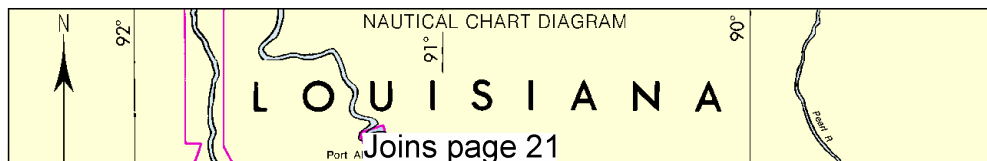


ED. NO. 27

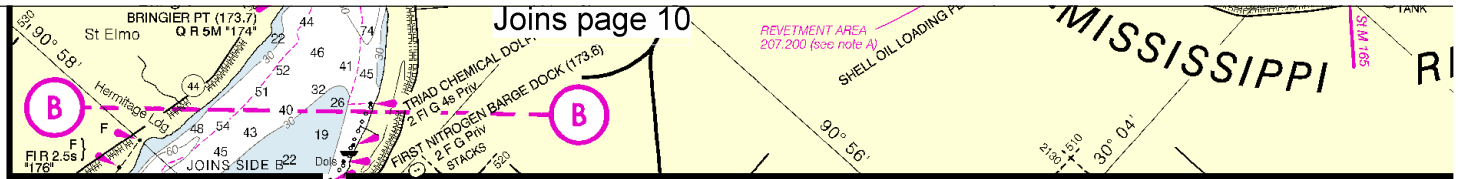
NOTE A
for regulations are published in Chapter 2, U.S.
5. Additions or revisions to Chapter 2 are pub-
Notice to Mariners. Information concerning the
may be obtained at the Office of the Commander,
ward District in New Orleans, LA, or at the Office
of Engineer, Corps of Engineers in New Orleans,
o charted regulation section numbers.



11370

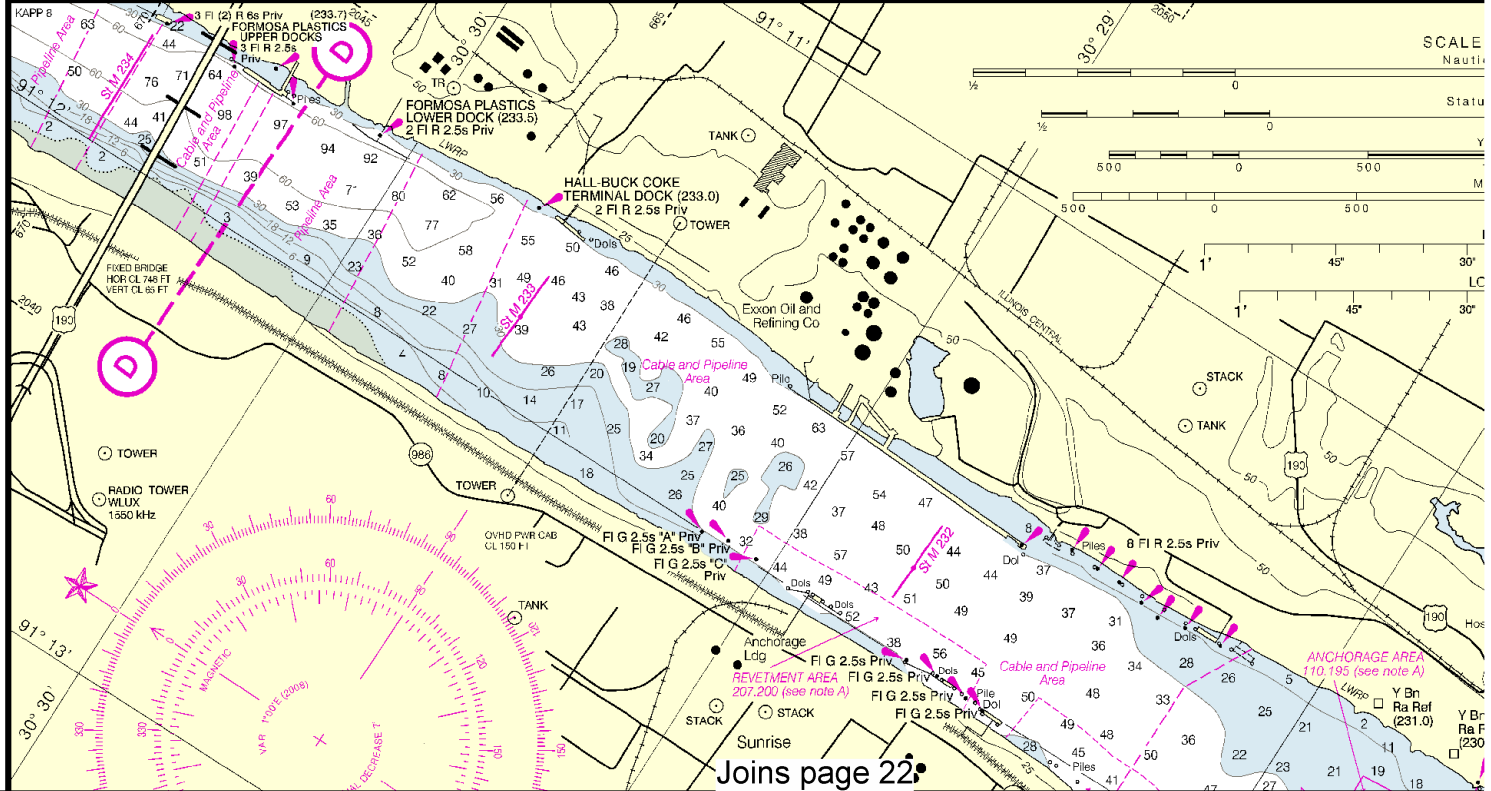


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11370 27th Ed., Nov. /08; Corrected through NM Nov. 29/08, LNM Nov. 18/08

JOINS PANEL BELOW



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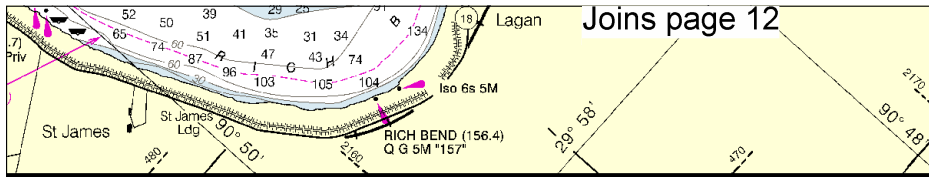
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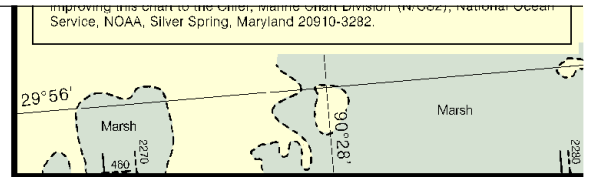
SCALE 1:40,000
Nautical Miles

See Note on page 5.

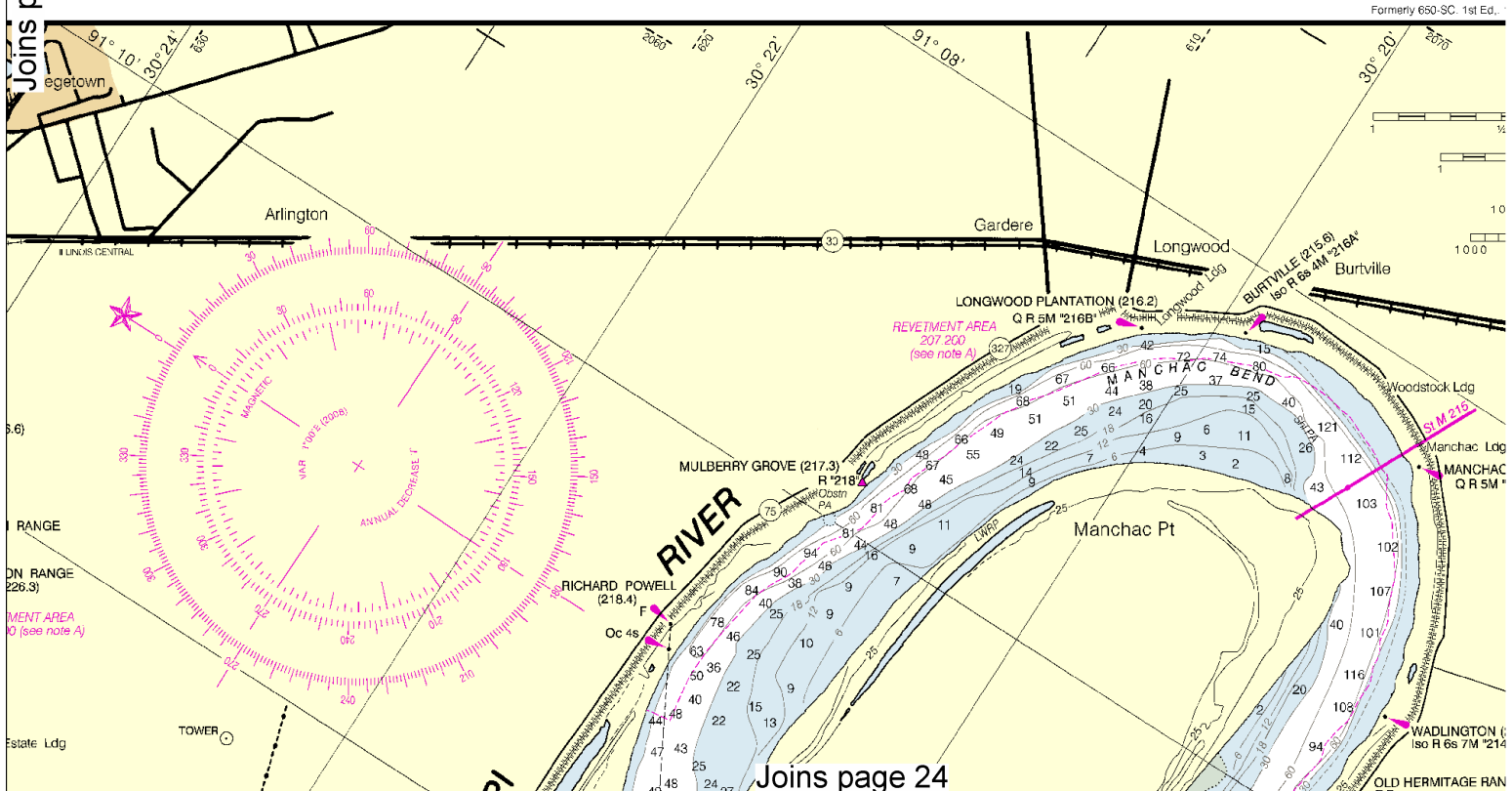




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Joins page 24

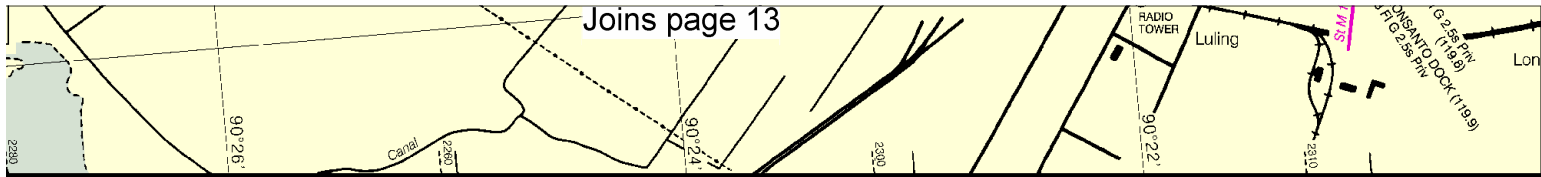
18

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boaters, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 858-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

BROADCASTS OF MARINE WEATHER FORECASTS AND WAR

CITY	STATION	kHz	BF
New Orleans, LA	NMG	2670	4
		157.1 MHz	4
Grand Isle, LA	NMG-15	157.1 MHz	4

* Preceded by announcement on 2182 kHz and 156.8 MHz
Distress calls for small craft are made on 2182 kHz or channel 16

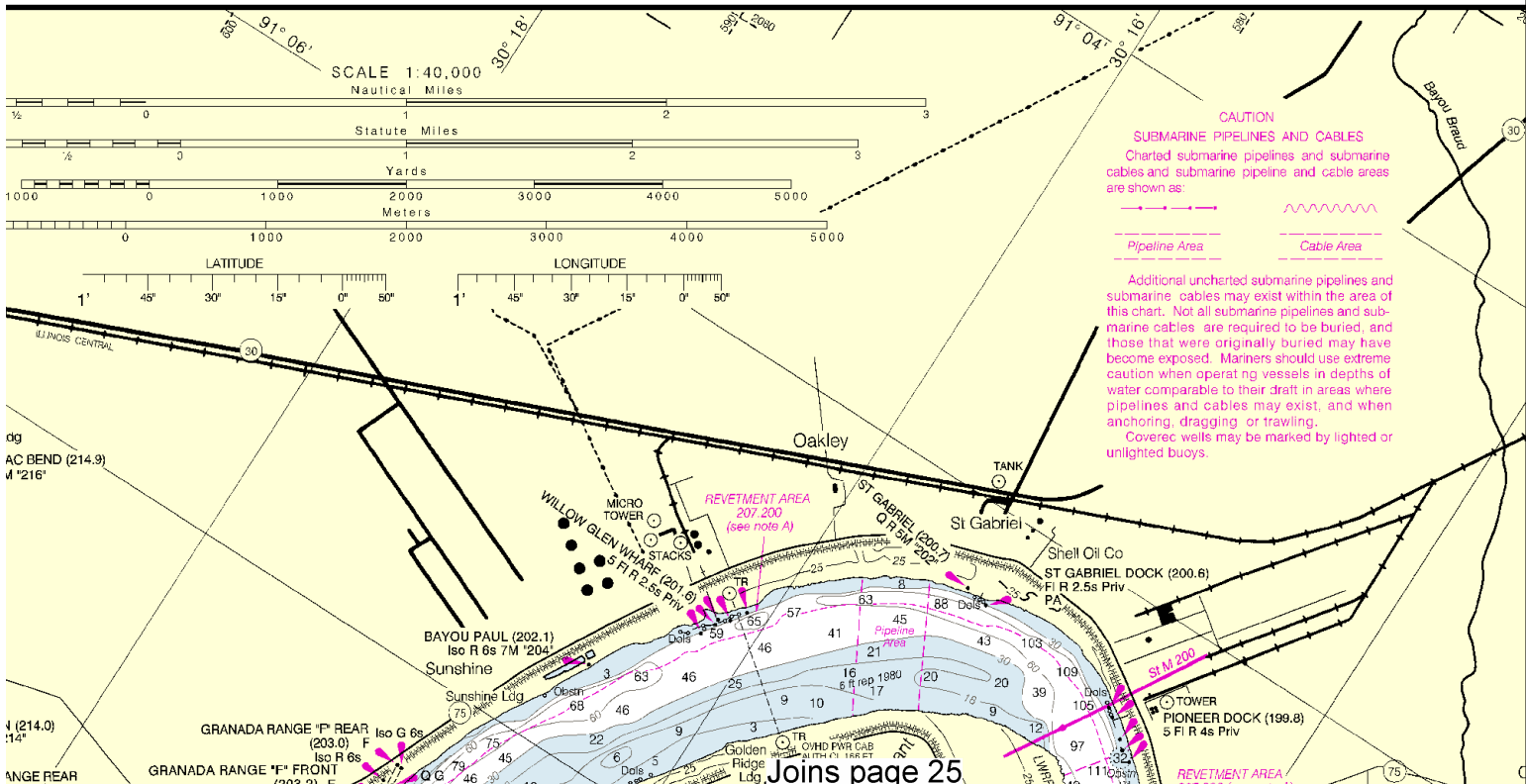
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated and critical corrections. Charts are printed when ordered. Editions are available 5-8 weeks before their release as the about Print-on-Demand charts or contact NOAA at 1-877-help@NauticalCharts.gov, or OceanGrafix at 1-877-help@OceanGrafix.com.

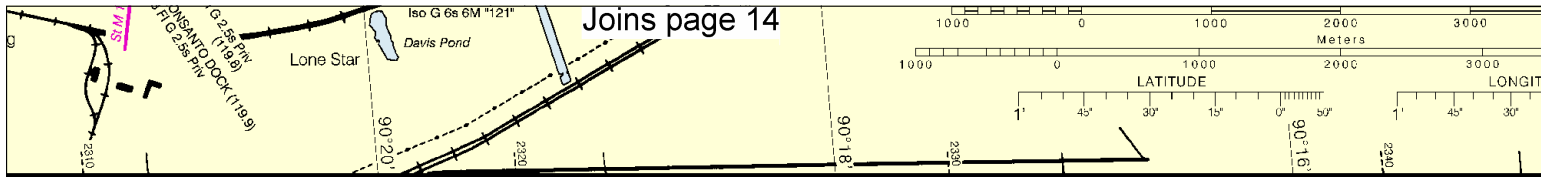
CAUTION WARNINGS CONCERNING L

The "Rules of the Road" state that not impede the passage of a vessel within a narrow channel or fairway appear to move slowly due to their transit at speeds in excess of 12 knots distance in which to maneuver or superstructure may block the view of sailboats and sailboats may unexpectedly be unable to maneuver. Bow and stern of small vessels. Large vessels may not be craft close to their bows.

1, 1973



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OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

STATION	kHz	BROADCAST TIMES-CST	SPECIAL WARNING
NMG	2670	4:35, 6:35, 10:35 & 11:50 AM 3:50 4:35 PM & 11:50 PM	*On receipt
157.1 MHz	4:50 & 10:50 AM 4:50 PM	*On receipt	
NMG-15	157.1 MHz	4:35 & 10:35 AM 4:35 PM	

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
New Orleans, LA	(504) 522-7330 *(504) 465-9215	8:00 AM-4:00 PM (Mon.-F)
	*Recording (24 hours daily)	

announcement on 2182 kHz and 156.8 MHz
for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

PRINT-ON-DEMAND CHARTS

and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and corrections. Charts are printed when ordered using Print-on-Demand technology. New charts are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent for Print-on-Demand charts or contact NOAA at 1-800-594-4683, <http://NauticalCharts.gov>, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or OceanGrafix.com.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

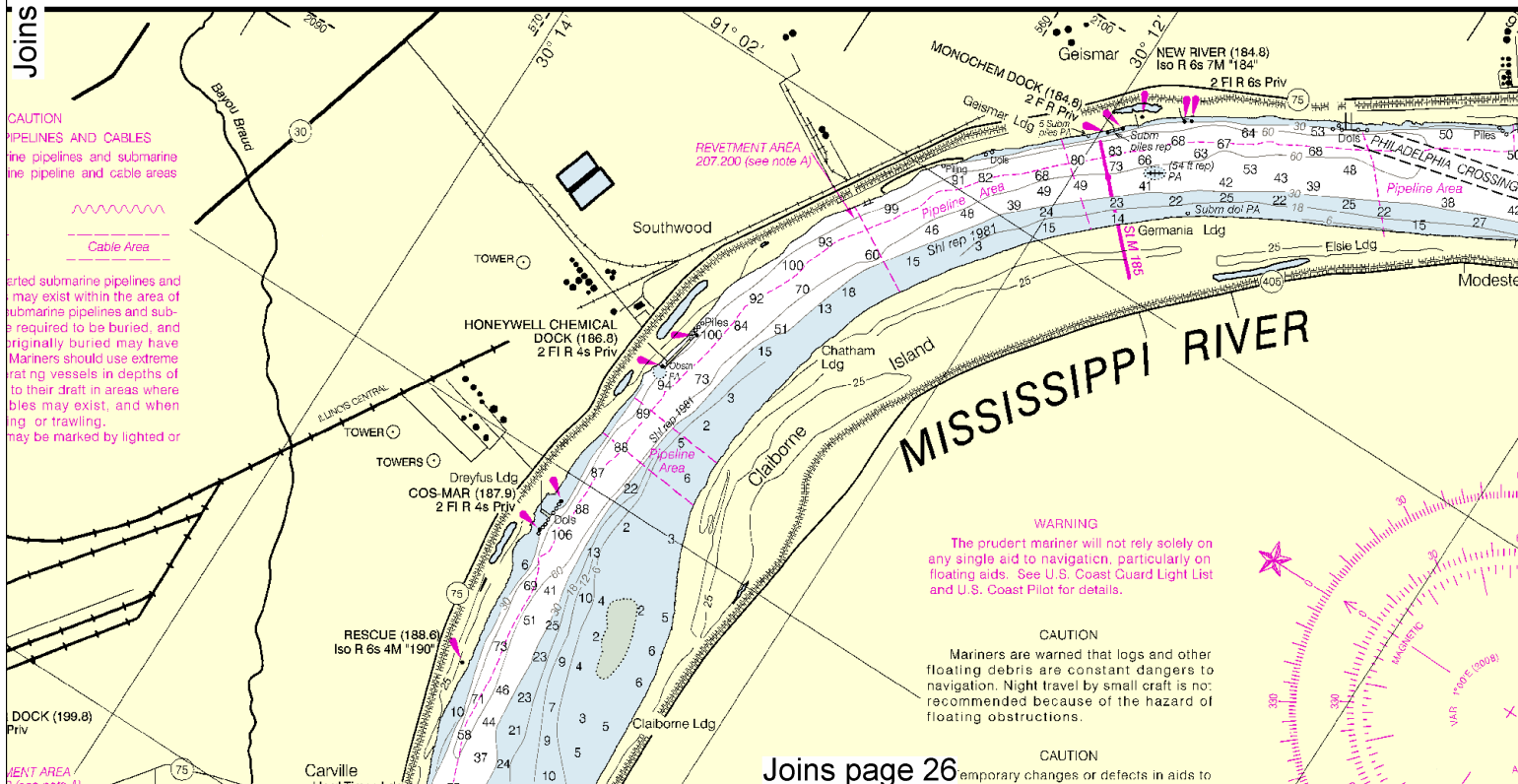
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BRO
New Orleans, LA	KHB-43	162.55	24
Baton Rouge, LA	KHB-46	162.40	24
Morgan City, LA	KIH-23	162.475	24

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district. Dates shown in the lower left hand corner. Chart updates corrected from Notices to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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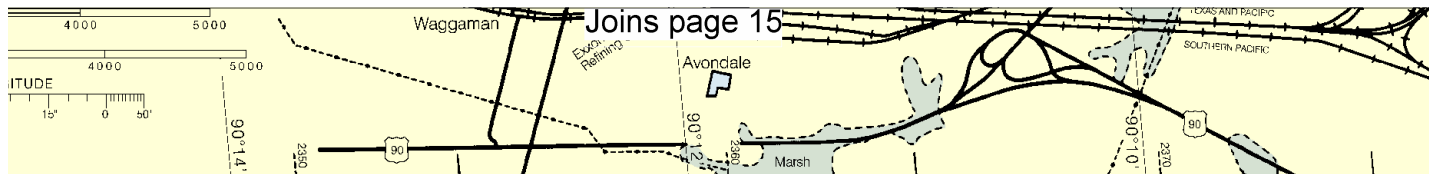
20

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





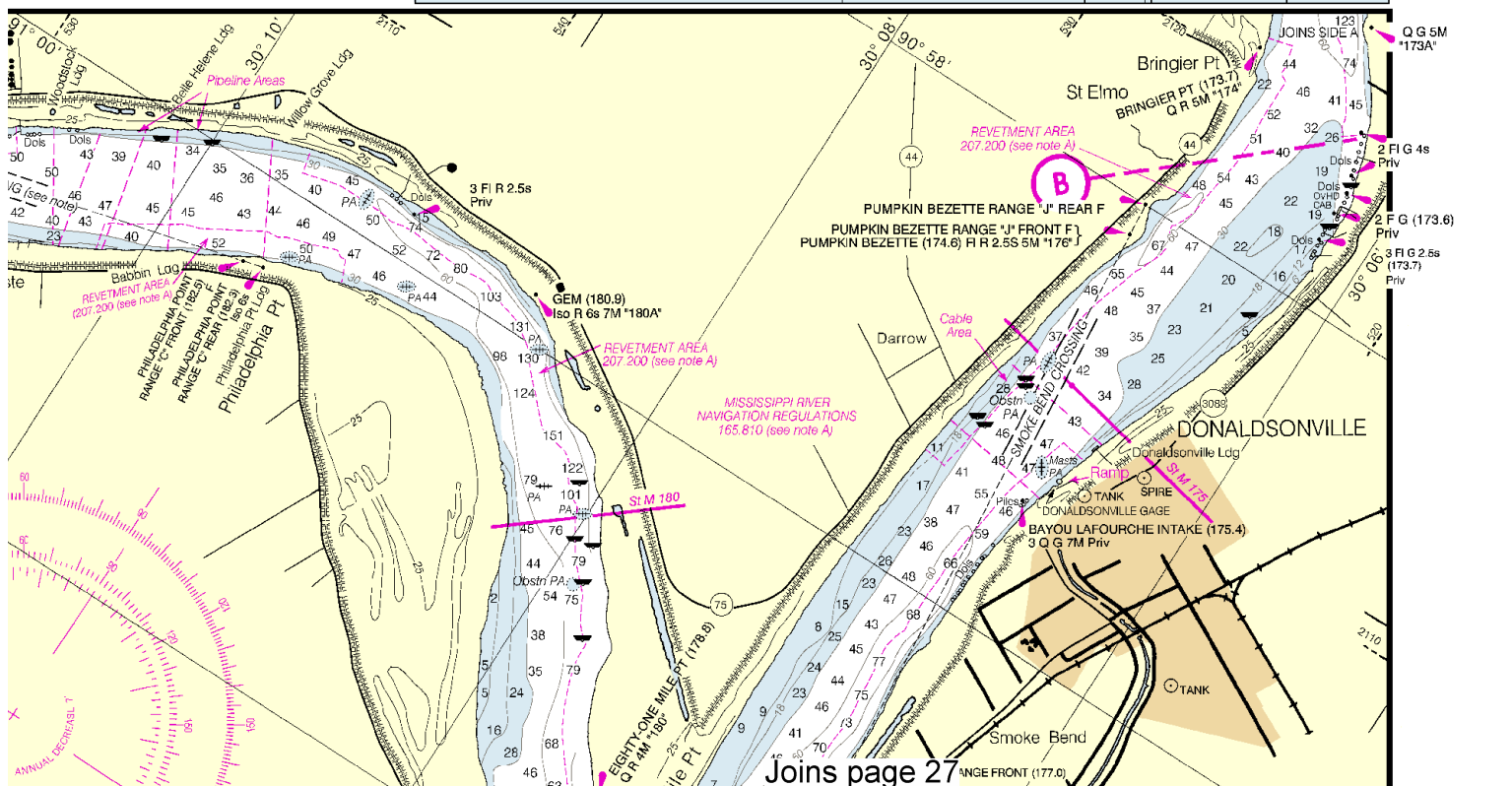
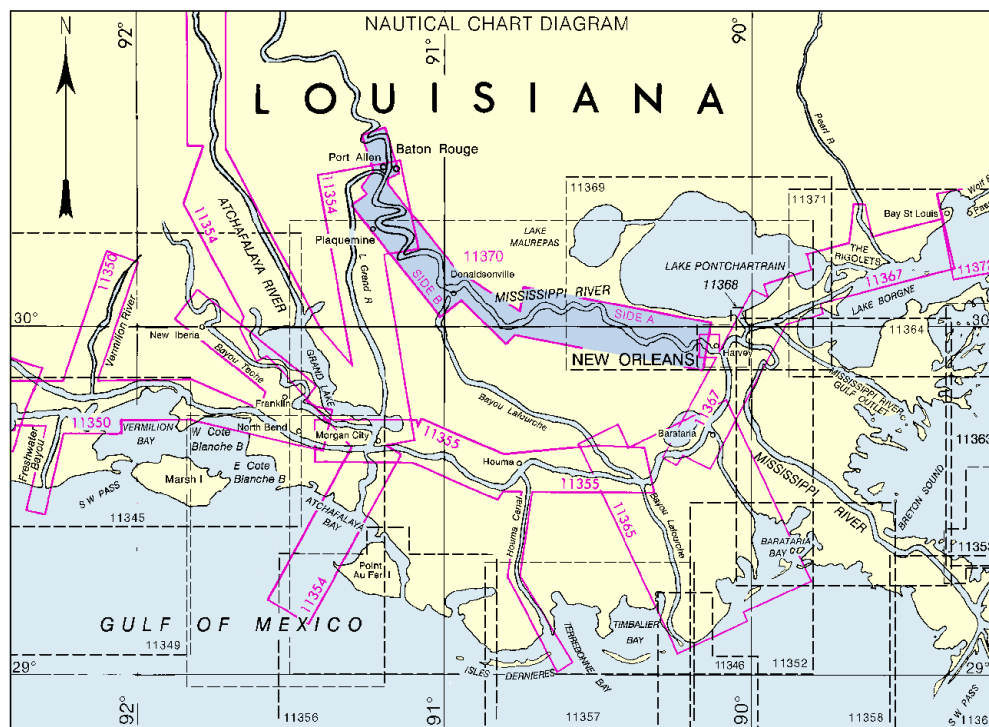
11370

11370

LOADCAST TIMES

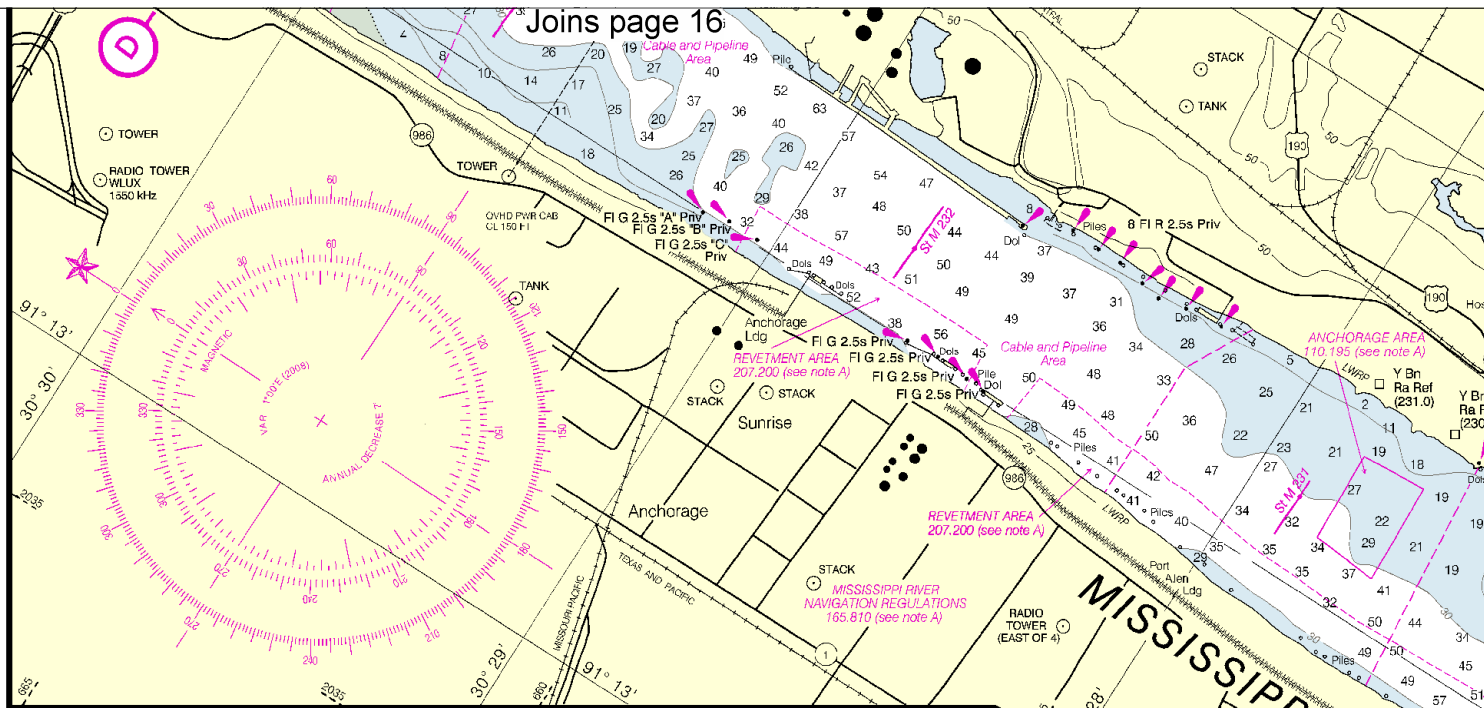
- 14 hours daily
- 4 hours daily
- 4 hours daily

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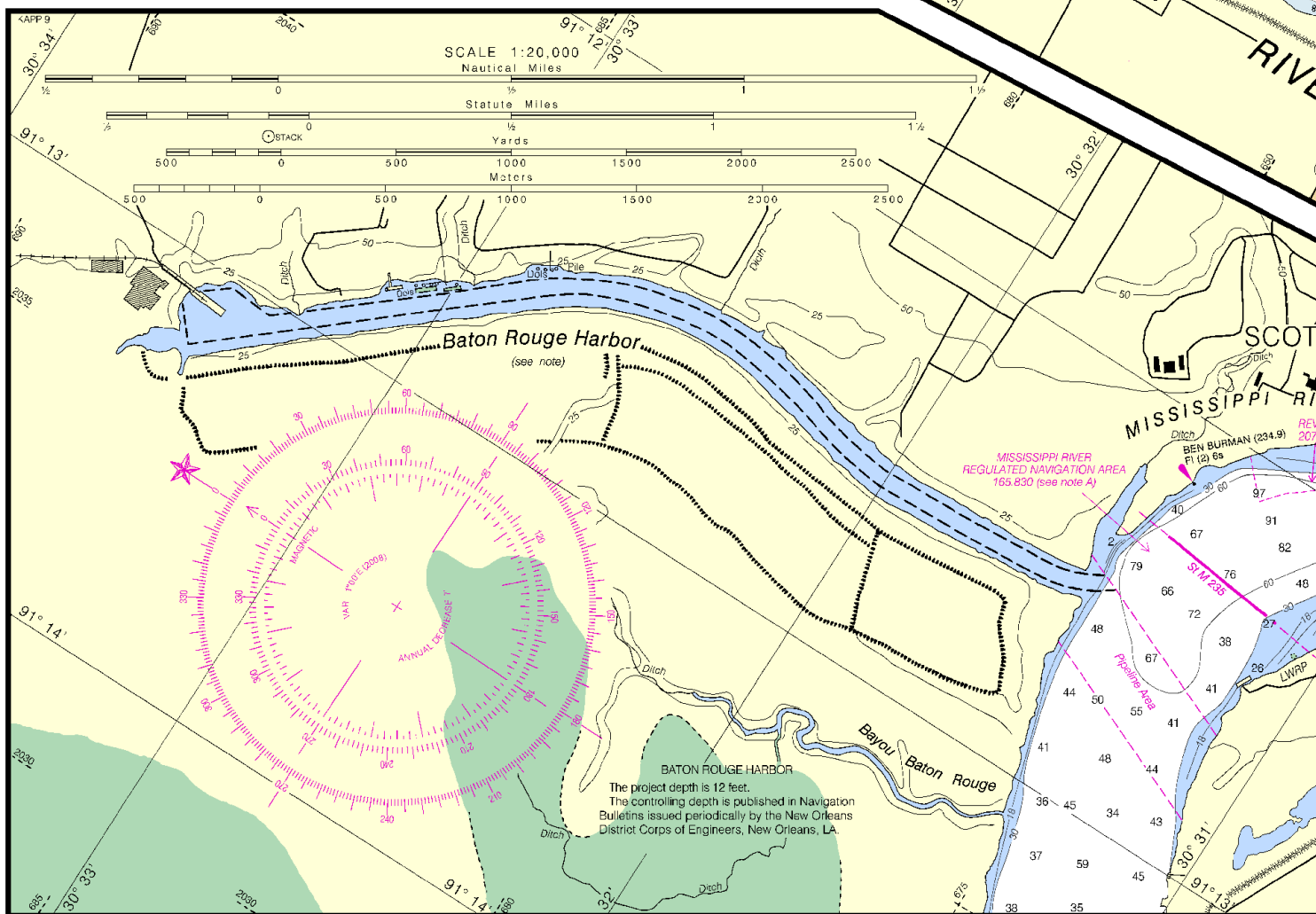


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SIDE B



11370 27th Ed., Nov. /08; Corrected through NM Nov. 29/08, LNM Nov. 18/08

CONTINUED ON U.S. ARMY, CORPS OF ENGINEERS, FLOOD CONTROL AND NAVIGATION MAPS OF THE MISSISSIPPI RIVER

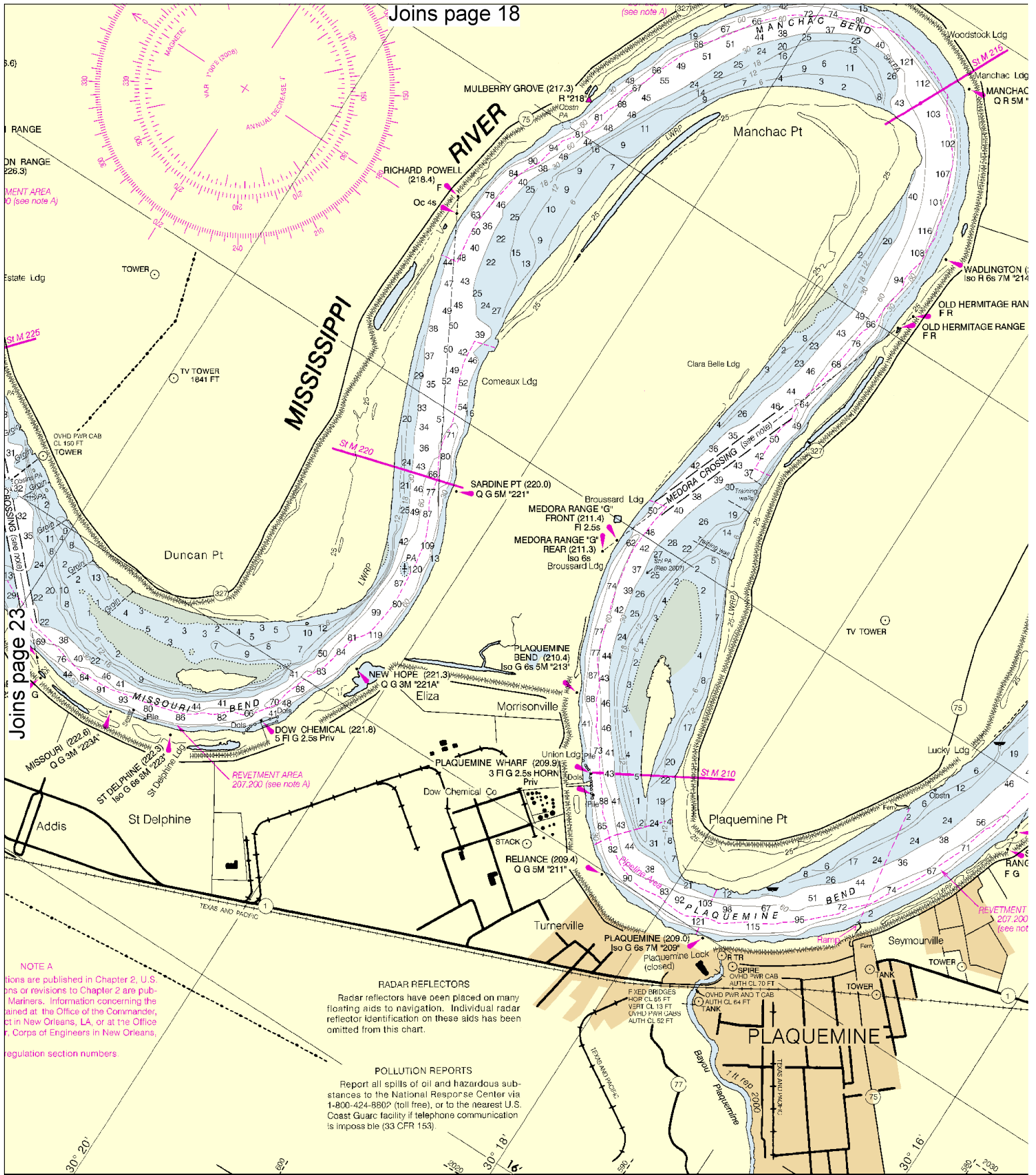
22

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

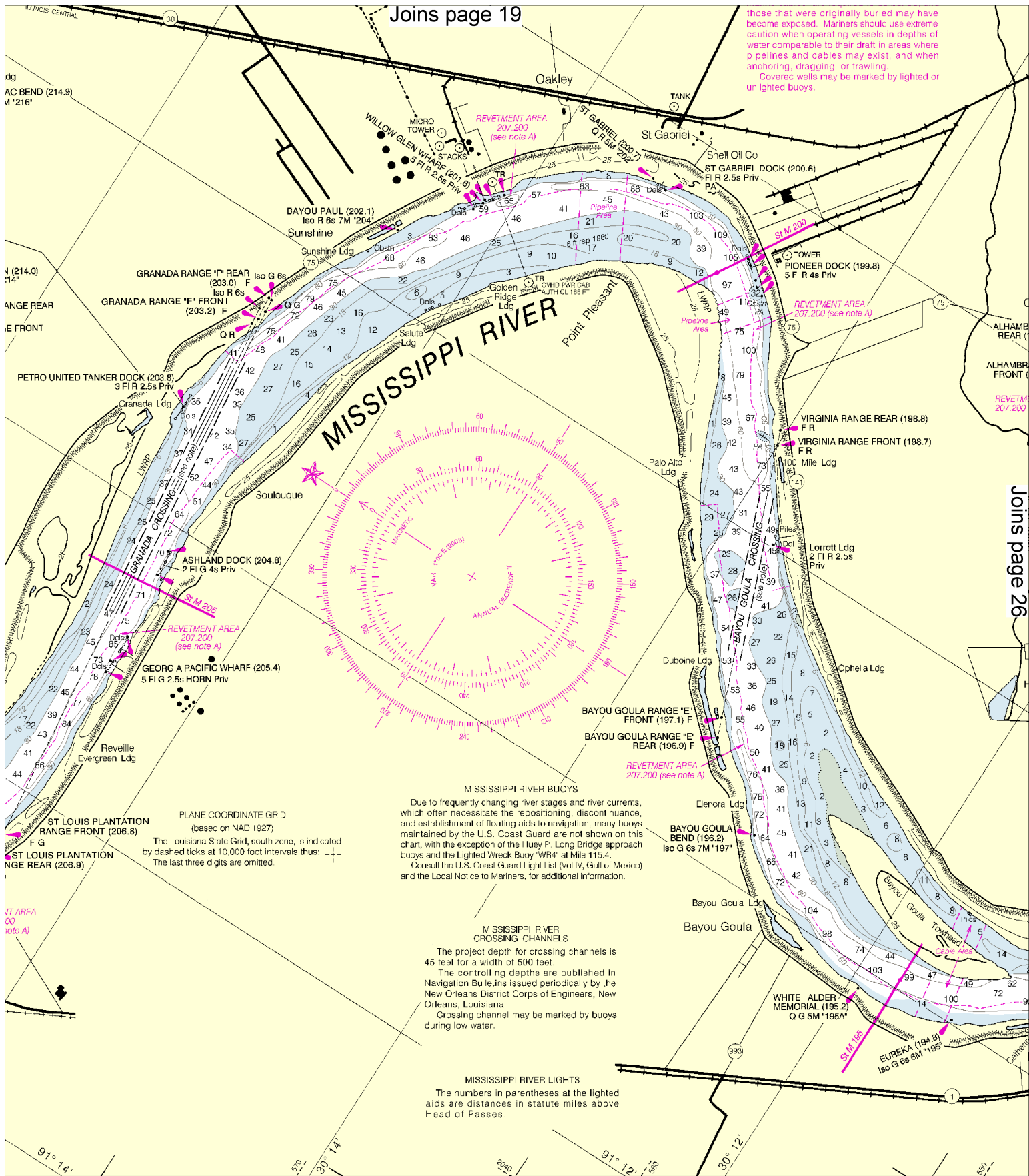
See Note on page 5.



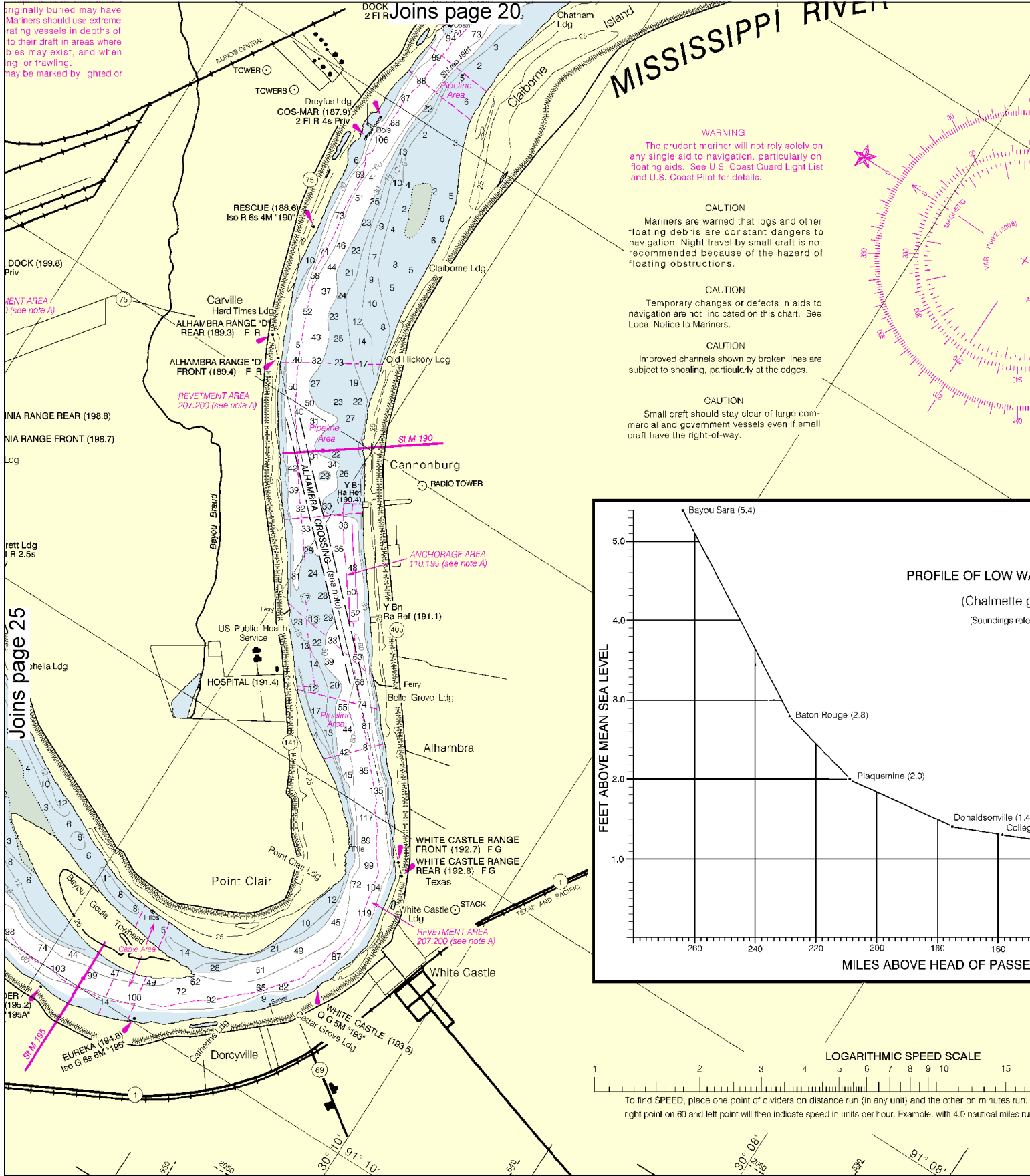


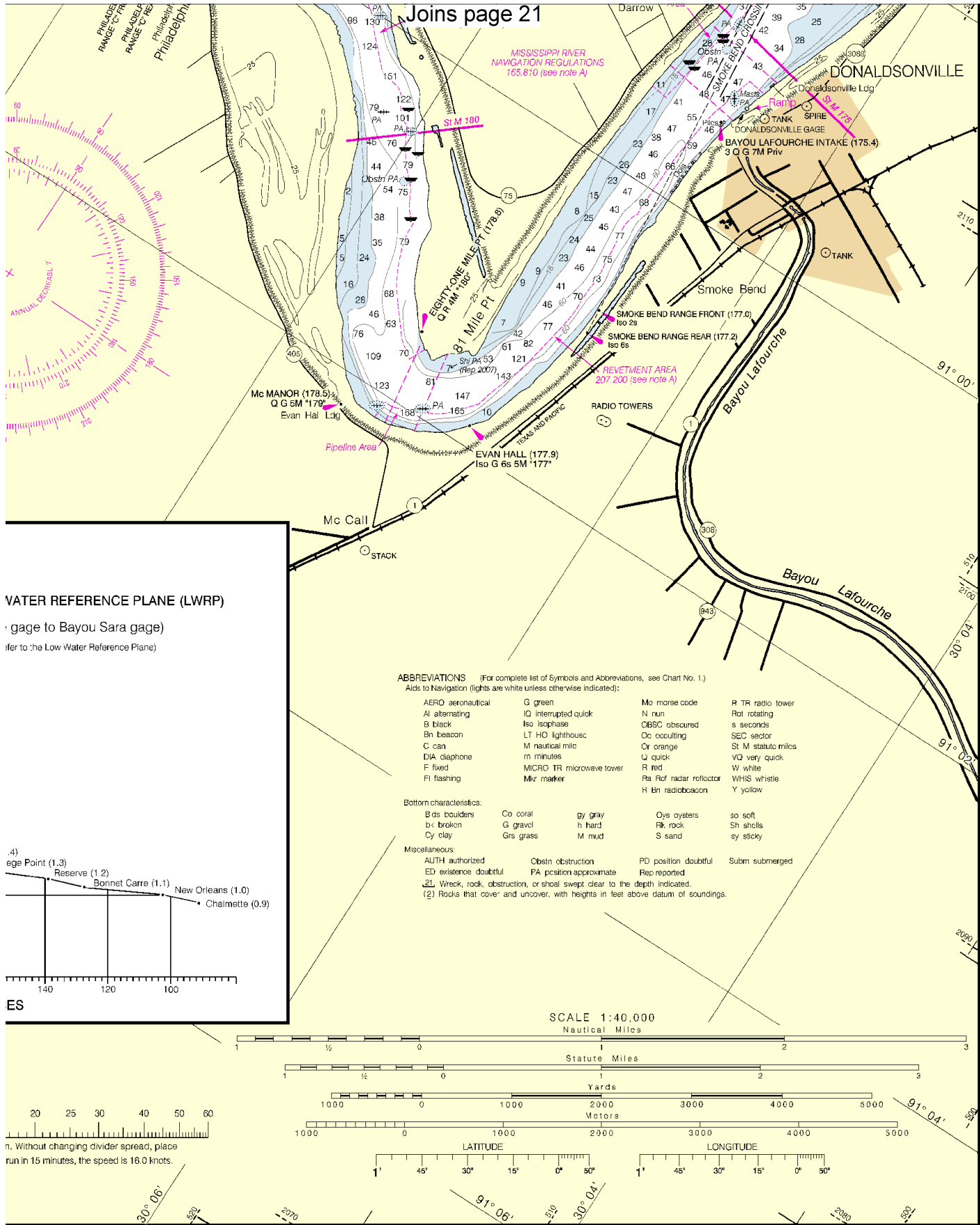
Joins page 19

those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.
Covered wells may be marked by lighted or unlighted buoys.



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ing or trawling.
may be marked by lighted or





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group New Orleans – 504-846-6160

Coast Guard New Orleans– 504-846-6181

LA Wildlife & Fisheries– 800-442-2511

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.